

UNITED STATES DISTRICT COURT
FOR THE SOUTHERN DISTRICT OF NEW YORK

AARON ABADI,

Plaintiff

CASE # 1:23-cv-04033-LJL

V.

AMERICAN AIRLINES, INC., et al

PLAINTIFF'S RESPONSE IN OPPOSITION TO
THE JOINT MOTION TO DISMISS BY DEFENDANTS,
PHILIPPINE AIRLINES, INC. AND ASIANA AIRLINES, INC.

BY:

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NOW COMES the Plaintiff, Aaron Abadi, proceeding pro se, in response to the Motion to Dismiss (Docs. 264-267) filed by PHILIPPINE AIRLINES, INC. (“PAL”) and ASIANA AIRLINES, INC. (“Asiana”). While the Complaint extensively addressed numerous issues raised in the motion, this response aims to provide further elaboration on certain aspects and address matters not initially covered in the Complaint.

Mr. Abadi, the Plaintiff, contends that the Complaint thoroughly outlined the discriminatory actions he faced due to his sensory processing disorder, rendering him unable to comply with mask requirements imposed by the airlines. These actions included denial of boarding, verbal abuse, and even abandonment in France by certain of the airlines. Despite presenting evidence of his disability, the airlines allegedly disregarded his condition.

The repercussions of the airlines' actions have inflicted severe financial hardships upon Mr. Abadi, who, now financially destitute, sought the assistance of the Court through an IFP Motion. The adverse impact on his income, coupled with the alleged discrimination, forms the basis of the Plaintiff's claims. The Motion to Dismiss challenges multiple Counts within the Causes of Action, prompting this response from the Plaintiff to address the contentions raised by PAL and Asiana.

PLAINTIFF IS NOT A TESTER & HE HAS STANDING TO SUE

The Defendants argue regarding Plaintiff's standing, since tickets were not purchased for these two airlines, and Defendants went on to accuse Plaintiff of being a "tester." This is a similar argument that the Court made in an Order (Doc. 269) requesting that Plaintiff submit a supplemental brief to address these issues. Plaintiff submitted the requested brief (doc. 301). This response will be very similar to that one. It is crucial to emphasize that the Plaintiff is not a tester and genuinely needed to fly with at least some of the various airlines. The extent of the injuries suffered would have been mitigated had five airlines, for instance, accommodated the Plaintiff's travel needs.

In the Complaint, Plaintiff explains that he needed to travel for work/business, and would have liked to travel for pleasure too.

In Paragraph 197 of the Complaint Plaintiff wrote with respect to Defendant Aeroflot: "This airline could have flown me to various countries where I could have completed my business transactions."

Yet, Plaintiff never suggested that he has business in Russia, as he does not. Yet, he alleged that Aeroflot, the Russian airline could have flown him to his business meetings.

Please allow me to explain. Most people think of an airline as a destination. If you take a Spanish airline, you must be going to Spain. That is not exactly how it

works. A typical trip to India usually consists of multiple flights, and often more than one airline.

Please see my itineraries that I attached as an Exhibit to the Complaint (Exhibit 78 of the Complaint on Page 25). You will see a flight leaving from Philadelphia, PA, heading to Riyadh, in the Kingdom of Saudi Arabia. You will see the following itinerary:

The first flight was over 7 hours on British Airways (flight # BA68) from Philadelphia to LHR (London) with a 4hr and 40 minute layover in London.

The next leg was from LHR to Abu Dhabi International Airport (AUH) in the United Arab Emirates. This flight was on Etihad Airlines (EY20). This flight was also over 7 hours. There was a 1 hour and 5 minute layover there.

Then the final leg of that particular trip was from Abu Dhabi to Riyadh. That was a two-hour flight, also with Etihad Airlines.

If Plaintiff were to fly direct, it would have been much more expensive, and very limited in flights. The norm for this Plaintiff and travelers in general going that far around the world, they stop over at least once and often twice or more. The return flight from that trip (Page 35 Complaint Exhibit 78) was from Bangalore, India. Now, while I was lucky enough to be on the one Lufthansa airline for the entire trip back home, but there were two stopovers on the way. I do not always

get that lucky. Usually, I end up on more than one airline on any given trip to that region.

Interestingly, on the flights back from that region, it is almost the same travel time to cross the Atlantic Ocean by stopping in Europe, as it is to cross the Pacific by stopping in Asia. These trips seldom take less than an aggregate of 24 hours straight.

Plaintiff wrote in the Complaint in Paragraph 839, “Any one of these airlines could have gotten him to some of those destinations. For example, Aeroflot’s flight to Russia would get him to Moscow and from there he can get a flight to India. The airlines did not allow this Plaintiff to travel.” This was explained in the Complaint in several places.

Most of those long trips that Plaintiff has taken in the past have been with stopovers and usually with more than one airline. Often Plaintiff will stopover for a night and day, just to make the trip more bearable. Traveling straight 24 hours, is brutal.

This Plaintiff had to fly for business and wanted to fly for pleasure too. He listed in the Complaint some of the destinations that he wanted or needed to reach.

He writes in Paragraph 838 of the Complaint, “ Plaintiff’s business prospects required him to fly to California, England, Switzerland, Israel, Florida, Texas, Chicago, India, Saudi Arabia, United Arab Emirates, and many other destinations.”

Plaintiff initially bought tickets during the period where there was the mask policy and/or mandate. He bought on British Airways, he bought on JetBlue, he bought on Delta, he bought on American, and likely bought a few more. Once he realized what he was facing, that airlines refused to follow the law, and refused to allow him to travel, he understood that his business could suffer significantly. He realized that he needs to figure out a way to travel, other than by rowboat.

At that point, he started calling airlines. He found a list of about seventy airlines on the Dept of Transportation's website. He started reaching out to the airlines that he was reasonably familiar with, like Lufthansa, Etihad, Emirates, and so on. All these airlines are from other countries, but one can easily fly to Germany on Lufthansa and then head to India or Saudi Arabia from there. When they all turned him down, he eventually reached out to every airline on the list. Almost all turned him down. Eventually, after first turning him down, Air France revisited the issue and allowed Plaintiff to fly with them, through Paris, to India. Unfortunately, finding available flights wasn't very easy, and many were cancelled randomly.

The other airlines were a problem. Plaintiff did not sue all the sixty-nine airlines. He only listed here as Defendants the ones that could have helped him reach any of his destinations. There are probably over twenty airlines that were

deliberately omitted from this lawsuit, because Plaintiff did not think they could have helped him significantly.

The Court listed the following airlines, and asked for Plaintiff to explain how he would have standing to sue them. The question is, how could they have assisted you in getting to where you needed to go. The other question was, since you didn't buy a ticket, it looks like you really weren't needing to go, or at least, that is how I understood it.

I explained why I couldn't buy tickets on 70 airlines or 46 airlines, just in order to prove that I wanted to fly. I did buy several tickets, and I did eventually get to fly a few times on Air France, back and forth to India. I was successfully able to fly on Delta to Israel once. I had a hard time getting back though. I've done a lot of driving wherever possible. That was also brutal.

But to be sure, Plaintiff could not afford to buy multiple tickets at over \$1,000 a piece just to see if they will let him fly. Anyone who has experience with the airlines can attest to the fact that if they do give you a refund, it doesn't come quickly. Besides, there was no need to buy the ticket, if I can quickly determine if they will allow me to fly, by sending them an email.

See the Complaint Paragraph 179, where Plaintiff quotes the following decision:

“...the ADA does not “require a person with a disability to engage in a futile gesture if such person has actual notice that a person or organization covered by [Title III of the ADA] does not intend to comply with its provisions.” Equal Rights Center v. Uber Technologies, Inc. (D.D.C. 2021) 525 F.Supp.3d 62, 76.

Now, while that is an ADA case law, the Courts usually treat Air Carrier Access Act (“ACAA”) cases in the same way as ADA without any clear legislation to the contrary.

There is no law or requirement for Plaintiff to buy a ticket in order to be protected by the ACAA disability laws.

With regards to the specific airlines and Plaintiff’s ability to get to any of his destinations with each of them, let us analyze that. Plaintiff will list both airlines and show how that airline could have helped him get to some of his destinations:

ASIANA

This is a great airline that goes to India, Europe, and the Middle East from the United States. They have multiple destinations around the world (Exhibit A). They would have been the perfect airline to get me to Europe, India, and the Middle East.

PAL

This is also a great airline that goes to India, Europe, and the Middle East from the United States. They have multiple destinations around the world (Exhibit B). They would have been the perfect airline to get me to Europe, India, and the Middle East.

The assertion made by the defendants, stating, "Routing through Manila or Seoul to travel to Mr. Abadi's regular business destinations would have entailed many extra hours if not days of travel, making those routes highly implausible," is factually incorrect. While the travel duration to certain destinations, such as India, may be slightly extended when transiting through Manila or Seoul, the return journey entails a comparable time frame.

In support of this, the plaintiff has presented evidence (Exhibit C) featuring a flight itinerary from Delhi, India, with layovers in Seoul, Korea, and ultimately reaching New York within a total flight time of 22 hours and 10 minutes. Although this duration may seem lengthy, a similar flight originating in Delhi, progressing through Germany with Lufthansa, exhibits nearly equivalent flight times, with variations being minimal (Exhibit D), ranging from 20 hours and 35 minutes to 24 hours. PAL had similar options at the time for that region. When you fly 22 hours, and you have an option that is 26 hours, there is barely a difference.

The contention that opting for routes through Manila or Seoul would result in significantly increased travel hours is unsubstantiated. Furthermore, it is

imperative to note that the plaintiff, lacking alternative travel options, would have been compelled to endure additional flight hours irrespective of the chosen route.

The plaintiff has submitted an itinerary documenting a trip undertaken in the year 2016 (Exhibit E). Notably, he utilized Amtrak for the journey from Philadelphia to Newark Airport, subsequently flying on United to Boston. From Boston, he proceeded with Lufthansa to Frankfurt and then continued with Lufthansa to Bangalore, India. On the return leg, the plaintiff followed a route encompassing flights through Bangkok and Tokyo before arriving in New York, crossing the Pacific Ocean. Such flying patterns were recurrent for the plaintiff.

The defendants contended that even if they were to permit the plaintiff to travel with them in accordance with United States laws, Mr. Abadi would face travel restrictions due to the foreign laws of Korea and the Philippines. Additionally, they cited the necessity of quarantine, asserting that Mr. Abadi would be subject to such measures. It is crucial to clarify that quarantine requirements typically apply to individuals exiting the airport, and those on stopovers with continuous travel plans are generally exempt from such obligations. The plaintiff, drawing from personal overseas travel experiences, attests to the customary respect and consideration extended by foreign countries in accommodating exemptions for individuals with disabilities.

Furthermore, in the context of foreign regulations, it is pertinent to highlight the provisions of the Air Carrier Access Act ("ACAA"), which imposes specific requirements. Denying access to a disabled person without due consideration of these laws and requisite steps is impermissible. According to 14 CFR § 382.9:

"What may foreign carriers do if they believe a provision of a foreign nation's law conflicts with compliance with a provision of this part?

(a) If you are a foreign carrier and believe that an applicable provision of the law of a foreign nation prevents compliance with a provision of this part, you may request a waiver of the provision of this Part.

(b) You must submit such a waiver request to the following address:

Assistant General Counsel for Aviation Enforcement and Proceedings, C-70 U.S.
Department of Transportation ("DOT"), 1200 New Jersey Avenue, SE., Room
W96-322, Washington, DC 20590."

Given that the defendants did not adhere to these legal procedures, failed to request, and did not obtain a waiver from the DOT, the justification of foreign regulations falls short in excusing their alleged discriminatory actions.

ABADI HAS AN ADA/ACAA DISABILITY

The medical professionals responsible for Mr. Abadi's care have affirmed both the existence of his disabilities and their alignment with the criteria outlined

in the Americans with Disabilities Act (ADA) and the Air Carrier Access Act (ACAA) for classification as disabled. The Complaint provides detailed elucidation on this matter, supplemented by relevant exhibits (Exhibits 6, 7, 8, & 9).

The presented argument challenging Mr. Abadi's disability status is deemed inappropriate and offensive, and inappropriate within the context of a motion to dismiss. Such a motion is an unsuitable platform for engaging in a substantive debate on this issue. The plaintiff respectfully urges the court to reject and dismiss this argument outright.

ABADI'S RESPONSES TO THE MOTIONS TO DISMISS FILED BY THE OTHER DEFENDANTS ARE HEREBY INTEGRATED INTO THIS DOCUMENT

The two aforementioned defendants have referenced and incorporated various motions to dismiss by other parties, including documents identified as "Dkt. 122, Dkt. 180, Dkt. 198, Dkt. 213, Dkt. 218, Dkt. 233, Dkt. 234-1," and the "Memorandum of Law" scheduled for submission on January 9, 2024, by Clyde & Co. The plaintiff questions the appropriateness of this strategy, as it entails directing the court to review multiple filings on the docket and incorporate them into the motion.

Nevertheless, in the event that the court accepts the defendants' approach, the plaintiff counters these arguments by incorporating the responses previously submitted to the court in connection with those motions. These responses include documents labeled as "Dkt. 172, Dkt. 194, Dkt. 240, Dkt. 247, Dkt. 249, Dkt. 250, Dkt. 257," and the plaintiff's forthcoming response, to be filed by February 13, 2024, in opposition to the motion to dismiss by Clyde & Co. (Dkt. 273). This incorporation encompasses any other responses made to motions in this case. Despite the defendants' reliance on the motions of other parties without elaboration, the plaintiff has diligently addressed all pertinent claims both in the initial complaint and in subsequent responses to those motions.

CONCLUSION

This case is a complex case, with many aspects, both of facts and legal issues. The above response in conjunction with the Complaint itself should sufficiently resolve any of the issues brought up in the Motion to Dismiss. The U.S. Constitution affords each citizen their own due process. Plaintiff asks this Court to allow for the lawsuit to proceed and we can address all these items in trial. A motion to dismiss should not be used to take away a person's right to justice.

WHEREFORE, Plaintiff asks this court to DENY this motion to dismiss in its entirety, and to schedule an Initial Case Management Conference in accordance with Rule 16(b) of the Federal Rules of Civil Procedure.

Respectfully submitted this 2nd Day of February, 2024.

s/Aaron Abadi

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List of Asiana Airlines destinations

As of October 2023, **Asiana Airlines** offers regular passenger and cargo service to over 80 destinations (except seasonal charter destinations) in 26 countries from its two hub airports, Incheon International Airport and Gimpo International Airport in South Korea. Outside South Korea, the countries with the largest number of airports served by Asiana Airlines are China with 24, Japan with 9 and the United States with 10.^[1]

As of July 2020, Asiana Airlines operates between Incheon and 22 cities in China, and along with Korean Air is one of the two largest foreign airlines to operate in the People's Republic of China.^[2]

EXHIBIT A

Since the COVID-19 pandemic was declared in January 2020, Asiana Airlines has suspended most domestic and international routes. As of October 2023, Asiana Airlines operates limited domestic and international routes.^[3]

List

Country	City	Airport	Notes	Refs
Australia	Cairns	Cairns Airport	Terminated	[4][5]
	Melbourne	Melbourne Airport	Seasonal	[6]
	Sydney	Sydney Airport	Passenger	[1][3]
Austria	Vienna	Vienna International Airport	Cargo	[7]
Bangladesh	Dhaka	Hazrat Shahjalal International Airport Charter	Terminated	[8]
Belgium	Brussels	Brussels Airport	Cargo	[9]
Brunei	Bandar Seri Begawan	Brunei International Airport Charter	Terminated	[10]
Cambodia	Phnom Penh	Phnom Penh International Airport	Passenger	[1][3]
	Siem Reap	Siem Reap International Airport	Terminated	[1][2]
Canada	Calgary	Calgary International Airport Cargo	Terminated	[1][3]
	Halifax	Halifax Stanfield International Airport Cargo	Terminated	[14]
	Beijing	Beijing Capital International Airport	Passenger + Cargo	[1][3]
China	Changchun	Changchun Longjia International Airport	Passenger	[1][5]
	Changsha	Changsha Huanghua International Airport	Passenger	[1][3]
	Chengdu	Chengdu Shuangliu International Airport	Terminated	[1][3]
	Chongqing	Chengdu Tianfu International Airport	Passenger	[1][3][16]
	Chongqing	Chongqing Jiangbei International Airport	Suspended Currently operates cargo only	[1][3]
	Dalian	Dalian Zhoushuizi International Airport	Passenger	[1][3]
	Guangzhou	Guangzhou Baiyun International Airport	Passenger + Cargo	[1][3]
	Gulin	Gulin Liangjiang International Airport	Passenger	[1][5]
	Guiyang	Guiyang Longdongbao International Airport Charter	Terminated	[17]
	Haikou	Haikou Meilan International Airport	Passenger	[1][3]
	Hailar	Hulunbuir Hailar Airport Charter	Terminated	[1][9]
	Hangzhou	Hangzhou Xiaoshan International Airport	Passenger	[1][3]
	Harbin	Harbin Taiping International Airport	Passenger	[1][3]
	Huangshan	Huangshan Tunxi International Airport	Terminated	[20]
	Jinan	Jinan Yaoqiang International Airport	Terminated	
	Lanzhou	Lanzhou Zhongchuan International Airport	Terminated	
	Lijiang	Lijiang Sanyi International Airport Charter	Terminated	[21]
	Nanchang	Nanchang Changbei International Airport Charter	Terminated	[22]
	Nanjing	Nanjing Lukou International Airport	Passenger	[1][3]
Egypt	Ningbo	Ningbo Lishe International Airport Charter	Terminated	[29]
	Qingdao	Qingdao Jiaodong International Airport	Passenger	[1][3]
	Qingdao	Qingdao Liuting International Airport	Airport Closed	[1][3]
	Qiqihar	Qiqihar Sanjaizi Airport Charter	Terminated	[24]
	Shanghai	Shanghai Hongqiao International Airport	Passenger	[1][3]
	Shenyang	Shenyang Taoxian International Airport	Passenger	[1][3]
	Shenzhen	Shenzhen Bao'an International Airport	Passenger	[1][3]
	Taiyuan	Taiyuan Wusu International Airport Charter	Terminated	[22]
	Tianjin	Tianjin Binhai International Airport	Passenger + Cargo	[1][3]
	Weihai	Weihai Dashuluo Airport	Passenger	Suspended
	Wenzhou	Wenzhou Longwan International Airport Charter	Terminated	[29]
	Xian	Xian Xianyang International Airport	Passenger	Suspended
	Xuzhou	Xuzhou Guanyin International Airport Charter	Terminated	[26]
	Yancheng	Yancheng Nanyang International Airport	Passenger	[1][3]
France	Yanji	Yanji Chaoyangchuan International Airport	Passenger	[1][3]
	Yantai	Yantai Penglai International Airport	Suspended Currently operates cargo only	[1][3]
	Zhangjiajie	Zhangjiajie Hehua International Airport Charter	Terminated	[22]
	Cairo	Cairo International Airport Charter	Terminated	[27]
	Paris	Charles de Gaulle Airport	Passenger + Cargo	[1][3]
	Frankfurt	Frankfurt Airport	Passenger + Cargo	[1][3]
	Hagatna	Antonio B. Won Pat International Airport	Passenger	Suspended
	Hong Kong	Hong Kong International Airport	Passenger + Cargo	[1][3]
	Hong Kong	Kai Tak International Airport	Airport Closed	
	Budapest	Budapest Ferenc Liszt International Airport Charter	Terminated	[30]
India	Delhi	Indira Gandhi International Airport	Passenger	[31][32]
Indonesia	Denpasar	Ngurah Rai International Airport	Terminated	[33][34]
	Jakarta	Soekarno-Hatta International Airport	Passenger	[1][3][33]

Country	City	Airport	Notes	Refs	
Italy	Milan	Milan Malpensa Airport	Cargo	[7]	
	Rome	Leonardo da Vinci–Fiumicino Airport	Passenger	[1][3][5]	
	Venice	Venice Marco Polo Airport	Passenger	[1][3][6]	
Japan	Asahikawa	Asahikawa Airport	Terminated		
	Fukuoka	Fukuoka Airport	Passenger	[1][3]	
	Fukushima	Fukushima Airport	Terminated	[37]	
	Hiroshima	Hiroshima Airport	Terminated	[1][12]	
	Kumamoto	Kumamoto Airport	Terminated	[38][12]	
	Omitama	Ibaraki Airport	Terminated	[39][37]	
	Matsuyama	Matsuyama Airport	Terminated	[40]	
	Memanbetsu	Memanbetsu Airport	Charter	Terminated	[41]
	Miyazaki	Miyazaki Airport		Passenger	[1][3]
	Nagoya	Chubu Centrair International Airport		Passenger + Cargo	[1][3]
	Naha	Naha Airport		Passenger	[1][3]
	Osaka	Kansai International Airport		Passenger + Cargo	[1][3]
		Osaka International Airport	Charter	Terminated	[42]
	Sapporo	New Chitose Airport		Passenger	[1][3][43]
	Sendai	Sendai Airport		Passenger	[1][3]
	Shizuoka	Shizuoka Airport		Terminated	[1][12]
	Takamatsu	Takamatsu Airport		Terminated	[11]
Kazakhstan	Tokyo	Haneda Airport		Passenger	[1][3]
		Narita International Airport		Passenger + Cargo	[1][3]
	Toyama	Toyama Airport		Terminated	[11]
	Yonago	Miho-Yonago Airport		Terminated	[1][12]
	Almaty	Almaty International Airport		Passenger	[1][3]
Macau	Astana	Nursultan Nazarbayev International Airport		Terminated	[44]
	Macau	Macau International Airport		Terminated	
Malaysia	Johor Bahru	Senai International Airport	Charter	Terminated	[45][46]
	Kota Kinabalu	Kota Kinabalu International Airport		Seasonal	[1][12][47]
	Kuala Lumpur	Kuala Lumpur International Airport	Cargo	Terminated	
	Penang	Penang International Airport	Cargo	Terminated	
Mongolia	Ulaanbaatar	Buuyant-Ukhaa International Airport		Airport Closed	[1][3][48]
		Chinggis Khan International Airport		Passenger	[1][3][49]
Myanmar	Yangon	Yangon International Airport		Terminated	[34]
	Amsterdam	Amsterdam Airport Schiphol	Cargo	Terminated	
New Zealand	Auckland	Auckland Airport		Terminated	
	Christchurch	Christchurch Airport	Seasonal Charter	Terminated	[50]
Northern Mariana Islands	Saipan	Saipan International Airport		Passenger	[1][3]
	Oslo	Oslo Gardermoen Airport	Seasonal Charter	Terminated	[51]
Palau	Koror	Roman Tmetuchl International Airport	Passenger	Suspended	[1][3]
	Cebu	Mactan–Cebu International Airport		Passenger	[1][3]
	Clark	Clark International Airport		Passenger	[1][3]
	Kalibo	Kalibo International Airport		Terminated	
	Manila	Ninoy Aquino International Airport		Passenger	[1][3]
	Tagbilaran	Bohol–Panglao International Airport		Seasonal Charter	[52]
	Lisbon	Lisbon Airport	Charter	Terminated	[53][54]
Russia	Khabarovsk	Khabarovsk Novy Airport		Terminated	[55][56]
	Moscow	Moscow Domodedovo Airport	Cargo	Suspended	[7][57]
	Saint Petersburg	Pulkovo Airport	Cargo	Terminated	
	Vladivostok	Krevischi Airport		Terminated	[58]
	Yuzhno-Sakhalinsk	Khomutovo Airport		Terminated	[55][56]
	Singapore	Singapore Changi Airport		Passenger + Cargo	[1][3]
Spain	Barcelona	Josep Tarradellas Barcelona–El Prat Airport		Passenger	[1][3][59]
	Busan	Gimhae International Airport		Focus city	[1]
South Korea	Cheongju	Cheongju International Airport		Passenger	[1]
	Daegu	Daegu International Airport		Passenger	[1]
	Gwangju	Gwangju Airport		Passenger	[1]
	Jeju	Jeju International Airport		Focus city	[1]
	Mokpo	Mokpo Airport		Airport Closed	
	Muan	Muan International Airport		Terminated	[1]
	Pohang	Pohang Gyeongju Airport		Terminated	
	Sacheon	Sacheon Airport		Terminated	[1]
	Seoul	Gimpo International Airport		Domestic hub	[1]

Country	City	Airport	Notes	Refs
	Incheon	Incheon International Airport	International hub	[1]
	Ulsan	Ulsan Airport	Terminated	[80]
	Yeocheon	Yeocheon Airport	Airport Closed	
	Yeosu	Yeosu Airport	Passenger	[1]
Sweden	Gothenburg	Göteborg Landvetter Airport	Cargo Terminated	
	Kaohsiung	Kaohsiung International Airport	Passenger Suspended	[1][3][6][1][6][2][63][64]
	Taichung	Taichung International Airport	Passenger	[63][47]
	Taipei	Taiwan Taoyuan International Airport	Passenger	[1][3]
	Bangkok	Don Mueang International Airport	Terminated	
	Suvarnabhumi International Airport	Suvarnabhumi International Airport	Passenger + Cargo	[1][3]
	Chiang Mai	Chiang Mai International Airport	Charter	[65][66][67]
	Krabi	Krabi International Airport	Charter Terminated	[68]
	Phuket	Phuket International Airport	Passenger	[1][3]
	Istanbul	Istanbul Arnavutkoy International Airport	Passenger	[1][3]
	Istanbul	Istanbul Ataturk International Airport	Airport Closed	
United Kingdom	London	London Heathrow International Airport	Passenger	[1][3]
	London	London Stansted International Airport	Cargo	[7][69]
	Anchorage	Ted Stevens Anchorage International Airport	Cargo	[7]
	Atlanta	Hartsfield–Jackson Atlanta International Airport	Cargo	[7]
	Chicago	O'Hare International Airport	Cargo	[7]
	Dallas	Dallas Fort Worth International Airport	Cargo	[7][1]
	Honolulu	Daniel K. Inouye International Airport	Passenger	[1][3]
	Los Angeles	Los Angeles International Airport	Passenger + Cargo	[3]
	Miami	Miami International Airport	Cargo	[7]
	New York City	John F. Kennedy International Airport	Passenger + Cargo	[1][3]
	Portland, OR	Portland International Airport	Cargo Terminated	
	San Francisco	San Francisco International Airport	Passenger + Cargo	[1][3]
	Seattle	Seattle–Tacoma International Airport	Passenger + Cargo	[1][3]
Uzbekistan	Tashkent	Islam Karimov Tashkent International Airport	Passenger	[1][3][72]
	Da Nang	Da Nang International Airport	Passenger	[1][3]
	Ha Long	Van Don International Airport	Charter Terminated	[73]
	Hanoi	Noi Bai International Airport	Passenger + Cargo	[1][3]
	Ho Chi Minh City	Tan Son Nhut International Airport	Passenger + Cargo	[1][3]
	Nha Trang	Cam Ranh International Airport	Passenger Suspended	[1][3][74][75][76]
	Phu Quoc	Phu Quoc International Airport	Passenger Suspended	[1][3][64][77][78]

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List of Philippine Airlines destinations

EXHIBIT B

This is a list of destinations that Philippine Airlines and its regional subsidiary PAL Express have served as of January 2024, consisting of destinations across Asia, North America, and Oceania.^{[3][2]}

Philippine Airlines

Country or Territory	City	Airport	Notes	Refs
Australia	Brisbane	Brisbane Airport		
	Cairns	Cairns Airport	Terminated	[3]
	Darwin	Darwin International Airport	Terminated	[4]
	Melbourne	Melbourne Airport		
	Perth	Perth Airport		[5]
	Sydney	Sydney Airport		
Bahrain	Manama	Bahrain International Airport	Terminated	[6]
Brunei	Bandar Seri Begawan	Brunei International Airport	Terminated	
Cambodia	Phnom Penh	Phnom Penh International Airport		[7]
Canada	Toronto	Toronto Pearson International Airport		
	Vancouver	Vancouver International Airport		
China	Beijing	Beijing Capital International Airport		[8]
	Chengdu	Chengdu Shuangliu International Airport	Terminated	[9]
	Chongqing	Chongqing Jiangbei International Airport	Terminated	[9]
	Guangzhou	Guangzhou Baiyun International Airport		[10][11]
	Hangzhou	Hangzhou Xiaoshan International Airport	Terminated	[12]
	Nanning	Nanning Wuxu International Airport	Terminated	[13]
	Quanzhou	Quanzhou Jinjiang International Airport		[14][8]
	Shanghai	Shanghai Hongqiao International Airport	Terminated	
		Shanghai Longhua Airport	Airport Closed	[15]
		Shanghai Pudong International Airport		[8]
	Wuhan	Wuhan Tianhe International Airport	Seasonal	[16]
	Xiamen	Xiamen Gaoqi International Airport		[17]
Egypt	Cairo	Cairo International Airport	Terminated	
France	Paris	Charles de Gaulle Airport	Terminated	[18]
Germany	Frankfurt	Frankfurt Airport	Terminated	[6]
Greece	Athens	Ellinikon International Airport	Terminated	[6]
Guam	Hagåtña	Antonio B. Won Pat International Airport		
Hong Kong	Hong Kong	Hong Kong International Airport		[19]
		Kai Tak Airport	Airport Closed	
India	Delhi	Indira Gandhi International Airport	Terminated	[20]
	Kolkata	Netaji Subhas Chandra Bose International Airport	Terminated	[21]
Indonesia	Denpasar	Ngrah Rai International Airport		
	Jakarta	Halim Perdanakusuma International Airport	Terminated	[22]
		Kemayoran Airport	Airport Closed	
		Soekarno-Hatta International Airport		
Israel	Surabaya	Juanda International Airport	Terminated	
	Tel Aviv	Ben Gurion Airport	Terminated	[21][23]
Italy	Rome	Ciampino-G. B. Pastine International Airport	Terminated	[21]
		Leonardo da Vinci-Fiumicino Airport	Terminated	[6]
		Fukuoka	Fukuoka Airport	
Japan	Nagoya	Chubu Centrair International Airport		
		Nagoya Komaki Airport	Terminated	
		Naha	Naha Airport	Terminated
	Osaka	Osaka Kansai International Airport		
		Sapporo	New Chitose Airport	Terminated
		Tokyo	Haneda Airport	
Kuwait	Kuwait City	Kuwait International Airport	Terminated	
Macau	Macau	Macau International Airport		[26]
Malaysia	Kota Kinabalu	Kota Kinabalu International Airport	Terminated	[22]
	Kuala Lumpur	Kuala Lumpur International Airport		[27][28]
	Kuching	Sultan Abdul Aziz Shah Airport	Terminated	[22]
	Labuan	Labuan Airport	Terminated	
	Sandakan	Sandakan Airport	Terminated	
Netherlands	Amsterdam	Amsterdam Airport Schiphol	Terminated	[6]
New Zealand	Auckland	Auckland Airport	Terminated	[29]
Pakistan	Karachi	Jinnah International Airport	Terminated	[6]
Papua New Guinea	Port Moresby	Port Moresby International Airport		[30]
Philippines (Bangsamoro)	Cotabato	Awang Airport	Terminated ¹	

Country or Territory	City	Airport	Notes	Refs
Philippines (Bicol Region)	Jolo	Jolo Airport	Terminated ¹	[31]
	Malabang	Malabang Airport	Terminated	[32]
	Tawi-Tawi	Sanga-Sanga Airport	Terminated ¹	[31]
	Daet	Bagasbas Airport	Terminated	[31]
	Jose Panganiban	Larap Airstrip	Terminated	[31]
	Legazpi	Legazpi Airport	Airport Closed ¹	
	Masbate	Moises R. Espinosa Airport	Terminated ¹	[32]
	Naga	Naga Airport	Terminated ¹	
	Virac	Virac Airport	Terminated ¹	[33]
	Apari	Maura Airport	Terminated	[31]
Philippines (Cagayan Valley)	Basco	Basco Airport	Terminated ¹	[32]
	Tuguegarao	Tuguegarao Airport	Terminated ¹	[32]
Philippines (Caraga)	Bislig	Bislig Airport	Terminated	[32]
	Butuan	Bancasi Airport	Terminated ¹	
	Siargao	Sayak Airport	Terminated ¹	[31]
	Surigao	Surigao Airport	Terminated ¹	[32]
	Tandag	Tandag Airport	Terminated	[31]
Philippines (Central Luzon)	Baler	Dr. Juan C. Angara Airport	Terminated	[34]
	Bataan	Subic Bay International Airport	Terminated	[31]
	Clark	Clark International Airport	Secondary hub	
Philippines (Central Visayas)	Cebu	Lahug Airport	Airport Closed	
	Dumaguete	Mactan–Cebu International Airport	Secondary hub	
	Tagbilaran	Tagbilaran Airport	Airport Closed	
Philippines (Cordillera Administrative Region)	Baguio	Loakan Airport	Terminated ¹	[32]
Philippines (Davao Region)	Davao	Francisco Bangoy International Airport	Secondary hub	
	Mati	Mati Airport	Terminated	
Philippines (Eastern Visayas)	Calbayog	Calbayog Airport	Terminated ¹	[32]
	Guiuan	Guiuan Airport	Terminated	[31]
	Hilongos	Hilongos Airport	Terminated	[31]
	Tacloban	Daniel Z. Romualdez Airport	Terminated ¹	
Philippines (Ilocos Region)	Laoag	Laoag International Airport	Terminated ¹	
	San Fernando	San Fernando Airport	Terminated	
Philippines (Mimaropa)	Calapan	Calapan Airport	Terminated	[34]
	Gasan	Marinduque Airport	Terminated	[32]
	Lubang	Lubang Airport	Terminated	[31]
	Mamburao	Mamburao Airport	Terminated	[31]
	Puerto Princesa	Puerto Princesa International Airport	Terminated	
	Roxas	Del Pilar Airfield	Terminated	[31]
	San Jose	San Jose Airport	Terminated	[32]
	Tabias	Tugdan Airport	Terminated ¹	[32]
	Manila	Nielson Field	Airport Closed	
Philippines (National Capital Region)		Ninoy Aquino International Airport	Hub	
Philippines (Northern Mindanao)	Cagayan de Oro	Laguindingan Airport	Terminated	
		Lumbia Airport	Airport Closed	
	Iligan	Maria Cristina Airport	Airport Closed	[31]
	Malaybalay	Malaybalay Airport	Airport Closed	
Philippines (Soccsksargen)	Ozamiz	Lubo Airport	Terminated ¹	[31]
	General Santos	Buayan Airport	Airport Closed	[32]
		General Santos International Airport		
	Surallah	Aliah Valley Airport	Terminated	[32]
Philippines (Western Visayas)	Tacurong	Kenram Airport	Terminated	[31]
	Bacolod	Bacolod City Domestic Airport	Airport Closed	
		Bacolod–Silay Airport	Terminated ¹	
	Iloilo	Iloilo International Airport	Terminated ¹	
	Kalibo	Manduriao Airport	Airport Closed	
	Roxas	Kalibo International Airport	Focus city	
Philippines (Zamboanga Peninsula)	San Jose de Buenavista	Roxas Airport	Terminated ¹	
	Dipolog	Evelio Javier Airport	Terminated ¹	[31]
	Ipil	Ipil Airport	Terminated	
	Pagadian	Pagadian Airport	Terminated ¹	
	Siocon	Siocon Airport	Terminated	
	Zamboanga	Zamboanga International Airport	Terminated ¹	

Country or Territory	City	Airport	Notes	Refs
Qatar	Doha	Hamad International Airport		
Russia	Khabarovsk	Khabarovsk Novy Airport	Terminated	
	Vladivostok	Vladivostok International Airport	Terminated	
Saudi Arabia	Dammam	King Fahd International Airport		[35]
	Dhahran	Dhahran International Airport	Airport Closed	
	Jeddah	King Abdulaziz International Airport	Terminated	
	Medina	Prince Mohammad bin Abdulaziz International Airport	Seasonal Charter	[36]
	Riyadh	King Khalid International Airport		[35]
Singapore	Singapore	Changi Airport		
		Singapore International Airport	Airport Closed	
	Busan	Gimhae International Airport		
South Korea	Jeju	Jeju International Airport	Terminated	
	Seoul	Gimpo International Airport	Terminated	
	Yangyang	Yangyang International Airport	Seasonal Charter	[37]
Spain	Madrid	Madrid-Barajas Airport	Terminated	[21]
Switzerland	Zurich	Zurich Airport	Terminated	
Taiwan	Taipei	Songshan Airport	Terminated	[38]
		Taoyuan International Airport		
Thailand	Bangkok	Don Mueang International Airport	Terminated	[6]
		Suvarnabhumi Airport		
United Arab Emirates	Abu Dhabi	Abu Dhabi International Airport	Terminated	[39][40][41]
	Dubai	Dubai International Airport		[14]
United Kingdom	London	Gatwick Airport	Terminated	[6]
		Heathrow Airport	Terminated	[42][43]
United States	Chicago	O'Hare International Airport	Terminated	
	Honolulu	Daniel K. Inouye International Airport		
	Las Vegas	Harry Reid International Airport	Terminated	[44]
	Los Angeles	Los Angeles International Airport		
	Oakland	Oakland International Airport	Terminated	[45][46]
	Newark	Newark Liberty International Airport	Terminated	[47]
	New York City	John F. Kennedy International Airport		[48][49]
	San Francisco	San Francisco International Airport		
Vietnam	Hanoi	Noi Bai International Airport		[7]
	Ho Chi Minh City	Tan Son Nhat International Airport		

Notes

¹ : These destinations have since been operated by PAL Express.

PAL Express

Country or Territory	City	Airport	Notes	Refs
China	Chengdu	Chengdu Shuangliu International Airport	Terminated	
	Hangzhou	Hangzhou Xiaoshan International Airport	Terminated	
	Nanjing	Nanjing Lukou International Airport	Terminated	
	Shanghai	Shanghai Pudong International Airport	Terminated	
Hong Kong	Hong Kong	Hong Kong International Airport	Terminated	
Malaysia	Kuala Lumpur	Kuala Lumpur International Airport	Terminated	
Northern Mariana Islands	Saipan	Saipan International Airport	Terminated	[50]
Philippines	Bacolod	Bacolod-Silay Airport		
	Baguio	Loakan Airport		
	Basco	Basco Airport		[51]
	Borongan	Borongan Airport		[52]
	Busuanga	Francisco B. Reyes Airport		
	Butuan	Bancasi Airport		
	Cagayan de Oro	Laguindinan Airport		
	Calbayog	Calbayog Airport		
	Camiguin	Camiguin Airport		
	Catarman	Catarman National Airport		
	Caticlan	Godofredo P. Ramos Airport		
	Cauayan	Cauayan Airport	Terminated	
	Cebu	Mactan–Cebu International Airport	Secondary hub	
	Clark	Clark International Airport	Secondary hub	
	Cotabato	Awang Airport		[53]
	Davao	Francisco Bangoy International Airport	Secondary hub	
	Dipolog	Dipolog Airport		
	Dumaguete	Sibulan Airport		
	General Santos	General Santos International Airport		
	Iloilo	Iloilo International Airport		
	Jolo	Jolo Airport	Terminated	
	Kalibo	Kalibo International Airport		
	Laoag	Laoag International Airport		
	Legazpi	Bicol International Airport		
	Manila	Ninoy Aquino International Airport	Hub	
	Masbate	Moises R. Espinosa Airport	Terminated	
	Naga	Naga Airport	Terminated	
	Ozamiz	Labo Airport		
	Puerto Princesa	Puerto Princesa International Airport		
	Roxas	Roxas Airport		
	San Jose de Buenavista	Evelio Javier Airport		
	San Jose, Mindoro	San Jose Airport	Terminated	
	San Vicente	San Vicente Airport	Terminated	
	Siargao	Sayak Airport		
	Surigao	Surigao Airport	Terminated	
	Tablas	Tugdan Airport	Terminated	
	Tacloban	Daniel Z. Romualdez Airport		
	Tagbilaran	Bohol-Panglao International Airport		
	Tawi-Tawi	Tagbilaran Airport	Airport Closed	
		Sanga-Sanga Airport		[54]
	Tuguegarao	Tuguegarao Airport		[55]
	Virac	Virac Airport	Terminated	
	Zamboanga	Zamboanga International Airport	Focus city	[56]
Singapore	Singapore	Changi Airport	Terminated	
South Korea	Seoul	Incheon International Airport	Terminated	
United Arab Emirates	Al Maktoum International Airport	Al Maktoum International Airport	Terminated	[57]
	Dubai	Dubai International Airport	Terminated	[51]

Destinations maps

[show]



See also

- [Filipinos in the New York metropolitan area](#)
- [PAL Express](#)
- [Philippine Airlines](#)

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ASIANA AIRLINES 

EXHIBIT C



DEL Delhi  JFK New York / John F Ken...  24.03.20 (WE)  Adult1  Economy Flexi  

First itinerary  > New York / John F Kennedy

-  The fares for each segment may change in real-time according to the remaining seats and selected departure and arrival dates.
-  Fare is for one Adult including fuel surcharge, taxes and other charges as of 2024.02.02 (KST).

1  2 Flight 3

INR  Apply 

 First itinerary

DEL Delhi  > JFK New York / John F Kennedy

  03.18 (Mon) INR 78904.00	03.19 (Tue)	 03.20 (Wed) INR 78904.00	03.21 (Thu)	03.22 (Fri) INR 85204.00	03.23 (Sat)	03.24 (Sun) 	
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Departure Time | Arrival Time |  Flight Time | Lowest Fare

Excluding Sold-Out Flights

 coupon discount fare

 Smartium Class Installed

 Code-share

 +1DAY Date After Departure Date

Departure and Arrival Time (Flight Time)	Flight No./Aircraft	Economy		Business	
		Saver	Classic	Flexi	Flexi
22:00  22hr10min  10:40	Expand ^	 INR 78,904.00 9Seat(s)	 INR 85,204.00 9Seat(s)	 INR 117,964.00 9Seat(s)	 INR 279,934.00 4Seat(s)
OZ768 ASIANA AIRLINES Flight OZ222 ASIANA AIRLINES Flight	OZ768 	Economy (K) 2,900Miles Mileage Upgrade unavailable	Economy (Q) 2,900Miles Mileage Upgrade unavailable	Economy (M) 2,900Miles Mileage Upgrade Permitted	Business(D) 3,625Miles
 07:05  08:35 ICN Seoul / Incheon	Transit Time: 1 hr 15 min	 09:50 ICN Seoul / Incheon Terminal 1 OZ222 	 10:40 JFK New York / John F Kennedy Terminal 1	 09:50 ICN Seoul / Incheon Terminal 1 OZ222 	 10:40 JFK New York / John F Kennedy Terminal 1
 Selected Fare				Adult: 1 INR 85,204.00	
 Additional Business Fare				Per adult +INR 194,730.00	

 View lower fares

Estimated total payment

INR 85,204.00 

Continue as Guest

Continue as member

Notes

- Online reservations can be made for flights departing within 361 days from the date of booking.
- Flight schedules and aircraft are subject to change without any prior notice under unavoidable circumstances

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Estimated total payment

INR 85,204.00 ⓘ



Modify

EXHIBIT D

Please select your departure

Delhi to New York

Friday, 22 March 2024

Previous	INR 59,873	INR 61,312	INR 65,375	INR 65,734	INR 90,808	INR 66,179	INR 66,179	Next
Tue 19	Wed 20	Thu 21	<input checked="" type="checkbox"/>	Sat 23	Sun 24	Mon 25		

DEL → NYC
Delhi New YorkDepart
Fri, 22 Mar

Passenger

1

Your booking

Sort by Recommendation

03:35 — 1 — 14:40 DEL stop JFK Duration 20h 35m See itinerary details	Economy from INR 65,734 	Premium Economy from INR 235,145 	Business from INR 641,569
--	---	--	---

01:45 — 1 — 14:00 DEL stop JFK Duration 21h 45m See itinerary details	Economy from INR 65,990 	Premium Economy Not available	Business from INR 639,903
--	---	---	---

03:35 — 1 — 17:00 DEL stop EWR Duration 22h 55m See itinerary details	Economy from INR 101,445 	Premium Economy Not available	Business from INR 641,569
--	--	---	---

01:50 — 1 — 17:00 DEL stop JFK Duration 24h 40m See itinerary details	Economy from INR 67,169 	Premium Economy from INR 235,729 	Business from INR 640,893
--	---	--	---

01:50 — 1 — 20:05 DEL stop EWR Duration 27h 45m See itinerary details	Economy from INR 164,052 	Premium Economy Not available	Business from INR 640,893
--	--	---	---

01:45 — 1 — 21:25 DEL stop EWR Duration 29h 10m See itinerary details	Economy from INR 99,065 	Premium Economy Not available	Business from INR 639,903
--	---	---	---

03:35 DEL Duration 20h 55m Operated by Lufthansa (L), United Airlines (UA) See itinerary details	Economy from INR 108,107	Premium Economy Not available	Business from INR 641,569
01:50 DEL Duration 21h 25m Operated by Lufthansa (L), United Airlines (UA) See itinerary details	Economy from INR 164,052	Premium Economy Not available	Business Not available
01:45 DEL Duration 22h 40m Operated by Swiss International Air Lines (SW), United Airlines (UA) See itinerary details	Economy from INR 107,622	Premium Economy Mixed cabin from INR 220,455	Business from INR 639,903
01:50 DEL Duration 21h 25m Operated by Lufthansa (L), Lufthansa Cityline (LC), United Airlines (UA) See itinerary details	Economy from INR 166,256	Premium Economy Mixed cabin from INR 237,870	Business Not available
01:45 DEL Duration 21h 30m Operated by Swiss International Air Lines (SW), United Airlines (UA) See itinerary details	Economy from INR 109,826	Premium Economy Mixed cabin from INR 222,659	Business from INR 643,052
01:50 — 2 — 14:40 DEL stops JFK Duration 22h 20m Operated by Lufthansa (L) See itinerary details	Economy from INR 102,032	Premium Economy Mixed cabin from INR 237,596	Business from INR 644,020
01:50 — 2 — 14:40 DEL stops JFK Duration 22h 20m Operated by Lufthansa (L) See itinerary details	Economy from INR 96,798	Premium Economy Mixed cabin from INR 237,596	Business from INR 644,020
01:50 — 2 — 14:40 DEL stops JFK Duration 22h 20m Operated by Lufthansa (L) See itinerary details	Economy from INR 104,274	Premium Economy Mixed cabin from INR 237,596	Business from INR 644,020

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[Back](#)[Confirm and continue](#)



India October 10

Bengaluru, India
Oct 8 - 22, 2016 (15 days)
Travelers: Aaron Abadi

EXHIBIT E

Sat, Oct 8 2016

4:19 PM
EDT



PHILADELPHIA (30TH ST) - NEWARK LIBERTY INTERNATIONAL AIRPORT

Amtrak Train 156
Confirmation 69A938
Arrive: 10/8/2016 5:22 PM EDT

Train Type NORTHEAST REGIONAL
Booking Date 2016-10-07

Class Coach

Name AARON ABADI

7:30 PM
EDT



EWR - BOS

Flight Number UA 1469
Confirmation SS8H6I
Terminal B, Gate 40
Arrive 10/8/2016 8:50 PM EDT

Duration 1 hour, 20 minutes
Booking Date 2016-10-05

Aircraft Boeing 737-900 Passenger
Total Cost 632.70

Stops nonstop

Distance 200 mi

Name

Ticket 014 2168 213336

1 hour, 25 minutes layover in Boston

10:15 PM
EDT



BOS - FRA

Flight Number LH 421
Confirmation SS8H6I
Terminal E, Gate E7A
Arrive 10/9/2016 11:10 AM GMT+2

Duration 6 hours, 55 minutes
Booking Date 2016-10-05

Aircraft Boeing 747-400 Passenger
Total Cost 632.70

Stops nonstop

Distance 3,658 mi

Name

Ticket 014 2168 213336

Sun, Oct 9 2016

**JW Marriott Hotel Bengaluru**

Check in 3:00 PM GMT+5:30

24/1 Vittal Mallya Road . Bengaluru 560001 India

Confirmation 85279444

Supplier Name JW Marriott Hotel Bengaluru

Room Description Executive Room, Club lounge access,
Guest room, 1 King or 2 Double

Supplier Phone 91-80-6718 9999

Number of Rooms 1

Booking Rate 12,005.00 INR

Number of Guests 1

Total Cost 43,578.15 INR

Name AARON ABADI

Restrictions You may cancel your reservation for no charge
until Saturday, October 8, 2016 (1 day[s] before
arrival).

Loyalty Account XXXXX0988

1:00 PM
GMT+2**FRA - BLR**

Flight Number LH 754

Booking Date 2016-10-05

Confirmation SS8H6I

Total Cost 632.70

Terminal 1, Gate C14

Arrive 10/10/2016 1:15 AM GMT+5:30

Duration 8 hours, 45 minutes

Aircraft Boeing 747-8 Passenger

Stops nonstop

Booking Date 2016-10-05

Total Cost 632.70

Duration 8 hours, 45 minutes

Distance 4,597 mi

Name

Ticket 014 2168 213336

Wed, Oct 12 2016

**JW Marriott Hotel Bengaluru**

Check out 12:00 PM GMT+5:30

Supplier Name JW Marriott Hotel Bengaluru

24/1 Vittal Mallya Road . Bengaluru 560001 India

Supplier Phone 91-80-6718 9999

Confirmation 85279444

Booking Rate 12,005.00 INR

Room Description Executive Room, Club lounge access,
Guest room, 1 King or 2 Double

Total Cost 43,578.15 INR

Number of Rooms 1

Restrictions You may cancel your reservation for no charge
until Saturday, October 8, 2016 (1 day[s] before
arrival).

Number of Guests 1

Name AARON ABADI

Loyalty Account XXXXX0988

Mon, Oct 17 2016

**BLR - HYD**

Flight Number 6E 654

Total Cost INR11,413.00

Confirmation DBQEXG

Arrive 10/18/2016 12:20 AM GMT+5:30

Duration 1 hour, 5 minutes

Aircraft Airbus A320

Stops nonstop

Distance 282 mi

Name Gt Venkatesh

Name Rajaram Krishnamurthy

Name Aaron Abadi

Fri, Oct 21 2016**5:40 PM
GMT+5:30****HYD - DEL**

Flight Number 6E 302

Confirmation WDBTQT

Arrive 10/21/2016 7:55 PM GMT+5:30

Duration 2 hours, 15 minutes

Total Cost INR11,819.00

Aircraft Airbus A320

Stops nonstop

Distance 787 mi

Name Aaron Abadi



3 hours, 35 minutes layover in Delhi

**11:30 PM
GMT+5:30****DEL - BKK**

Flight Number TG 316

Confirmation QKINYZ

Terminal 3

Arrive 10/22/2016 5:25 AM GMT+7

Duration 4 hours, 25 minutes

Booking Date 2016-10-19

Aircraft Boeing 777-300

Total Cost 423.10

Stops nonstop

Distance 1,829 mi

Name

Ticket 014 2168 752571

Sat, Oct 22 2016

2 hours, 10 minutes layover in Bangkok

**7:35 AM
GMT+7****BKK - NRT**

Flight Number TG 676

Confirmation QKINYZ

Gate C3

Arrive 10/22/2016 3:45 PM GMT+9

Duration 6 hours, 10 minutes

Booking Date 2016-10-19

Aircraft Airbus A380 Passenger

Total Cost 423.10

Stops nonstop

Distance 2,887 mi

4:40 PM
GMT+9



Name

Ticket 014 2168 752571

55 minutes layover in Tokyo

NRT - JFK

Flight Number NH 104

Confirmation QKINYZ

Terminal 1, Gate 54

Arrive 10/22/2016 4:25 PM EDT

Duration 12 hours, 45 minutes

Booking Date 2016-10-19

Aircraft Boeing 777-300ER

Total Cost 423.10

Stops nonstop

Distance 6,728 mi

Name

Ticket 014 2168 752571